

COUNTRY East GermanyREPORT NO.                     

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TOPIC Brand AirfieldEVALUATION                      25X1PLACE OBTAINED                     

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DATE OF CONTENT early 1952 to 2 November 195225X1  
DATE OBTAINED                      DATE PREPARED 11 December 195225X1  
REFERENCES                     PAGES 4 ENCLOSURES (NO. & TYPE) 2 - two sketches on dittoREMARKS                     

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- 25X1 ☐ 1. No crated jet bombers were observed arriving at Brand airfield during the period from early 1952 until late September 1952. IIL-28s and IL-28s practiced formation flying, firing at sleeve targets and bombing. Instrument flying with blocked front windows of the cockpits was practiced with both IIL-28s and IL-28s.<sup>1</sup> Only once was it observed that three jet bombers took off simultaneously, two of them side by side.                      25X1  
taxying IIL-28s had crews of four and that the observer in the full view cockpit was in a prone position. In IIL-28s, five men were occasionally seen.<sup>2</sup> Flying personnel generally were 23 to 25 years old, and in no case older than 35 years.
2. At a technical conference attended by Lieutenant Colonel Streltsov, Captain Pshinichni, Major Olejnik and Major Mironenko, the load factors to be expected for roads covered with 15 cm of concrete were discussed. In this connection,                      25X1  
loaded tank trucks had a total load of 8 tons, while loaded trailers weigh 7 tons. The empty weight of tank trucks and trailers was given as 4.5 and 3.5 tons respectively. This indicates that tank trucks and trailers had a capacity of 3.5 tons of gasoline each. When jet bombers refuelled, tank trucks were parked in front of the left engine.<sup>3</sup>
3. Details on the starting of jet engines were not available. However,                      25X1  
                     facilities for a total of 18 starter carriages were provided for at the battery shop under construction. This might coincide with the number of aircraft available at the field.<sup>4</sup>
4. IIL-28 aircraft were equipped with a fixed gun at the left front section of the plane and two flexible weapons mounted at the tail. The numbers of bombs carried by one plane was not determined. The bombs hauled to the planes were in crates 120 to 130 cm long and 40 to 50 cm in diameter. They were painted olive drab and fitted with an angular tail surface. An outside suspension for bombs of IIL-28 aircraft was not observed.<sup>5</sup>

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5. [ ] a tube about 20 cm long and 4 to 5 cm in diameter below the aft end of the fuselage. Previously the sleeve target was spread out before the take-off of the towing plane, and in this way was frequently damaged at take-offs. Recently, it has been observed that sleeve targets were stowed in bomb bays and released only after the take-off. The tow line for the sleeve target was seen outside of bomb-bay doors when the planes took off.<sup>6</sup>
6. Regarding the position of Colonel Zolotov, [ ] Zolotov, in negotiation with German authorities, in negotiations between the German construction headquarters and troop units, in blasting operations connected with the construction of aircraft revetments and at the inspection of the installation by General Shuikov acted as the airfield commandant. However, it is believed possible that he was not the commanding officer of the air unit stationed at the field but of the personnel of the ground unit. Major Menkin was known to be the supply officer of the field. He was last observed in this capacity when the seven single story temporary buildings in the barracks camp were turned over to him.<sup>7</sup>

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7. Activities observed during the period from 21 October through 1 November included:

Between 7 and 8 a.m. on 21 October 1952, thirteen jet bombers refuelled from four tank trucks with trailers. The tank trucks proceeded twice to each bomber. Subsequently, two starter carriages proceeded to a point of 5 to 6 meters forward of the right wing. Shortly afterwards the jet engines were started. At 8:15 a.m., IIL-28 [ ] took off and landed at 8:40 a.m. IIL-28 [ ] took off at 8:45 a.m. and landed again at 9:25 a.m. Until noon, 24 take-offs and landings were practiced by jet bombers, which only circled over the field. Flying discontinued about 2:30 p.m. It was raining. The ceiling was at about 500 meters, and visibility was 4,000 meters.

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22 October. Fourteen jet bombers without auxiliary fuel tanks were counted at the hardstand south of the runway.

24 October. Fourteen jet bombers were observed. The weather was

[ ] took off and landed again at 10 a.m. IIL-28s [ ] took off at 10:05 and 10:07 a.m. respectively. The two planes circled three times over the field at an altitude of about 500 meters and then landed individually at 11:40 a.m. At 12:05 p.m., IIL-28 [ ] took off; [ ] this plane was not fitted with a bottom gondola. The plane landed again at 1:40 p.m. At 2 p.m., IIL-28 [ ] took off and landed again 30 minutes later. The landing plane approached the runway in straight line from the east, turned to the northwest when it had reached the approach lane and flew as far as the point about 500 meters of the end of the runway, when it turned to the south at an angle of about 120 degrees, made another angle of 90 degrees to the west at end of the runway and then landed.<sup>8</sup> Flying discontinued at 2:30 p.m.

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25 October. Sixteen jet bombers parked in groups of 6 - 6 - 4 planes were observed at the hardstand south of the runway.

29 October. Between 7:30 and 8:15 a.m., eight jet bombers refuelled from 3 tank trucks with trailers; the tank trucks approached the aircraft only once. There was a 10/10 overcast at the altitude of 150 meters and a strong southwesterly wind; it was raining, and visibility was about 3,000 meters. At 9 a.m., IIL-28 [ ] took off to circle <sup>three</sup> times over the field and landed again at 9:30 a.m..

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The plane was fitted with a white lamp on the front side of the landing gear strut. At 9:32 a.m., IL-28 [ ] took off and circled three times over the field, two of which at a great altitude, and landed again at 10:05 a.m.. At 10:10 a.m., IL-28 [ ] took off for the same practice and landed again at 10:35 a.m.. At 10:45 a.m., IIL-28 [ ] and IL-28 [ ] took off at an interval of 1,000 meters, practiced formation flying and landed again at 11:30 a.m. From 11:30 a.m. to 3 p.m., IL-28s [ ] took off. Plane [ ] was observed for the first time at the field; it was not fitted with a bottom gondola and had a brighter silver paint than the other aircraft. At 5 p.m., 16 jet bombers were observed at the installation.

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1 November. From 8 to 10 a.m., IIL-28s [ ] practiced individual flying. [ ] plane [ ] was fitted with two machine guns at the tail gun position. From 11:15 to 11:50 a.m., IIL-28s [ ] were observed flying. At 12:45 p.m., two IL-28s, which were not stationed at the field, landed. They took off again at 1:15 p.m. and landed after circling three times over the field. Eighteen jet bombers were observed parked in groups of 5 - 6 - 6 - 1 at the hardstand south of the runway.

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8. At 10 a.m. on 2 November, four new starter carriages painted olive drab were unloaded at Brand railroad station and taken to the field. The starter carriages had four very small wheels with thick rubber tires.<sup>9</sup>

9. On 24 October, [ ] the searchlights had been moved from Krausnick to a point about 600 meters east of the village. A new radio installation with a mast about 10 meters high was observed about 25 meters north of the Krausnick - Brand highway, about 300 meters distant from the Neue Schenke Inn. The antenna mast was braced by six wires each at the top and at two points below the top. Truck [ ] mounting an excavating apparatus was seen.<sup>10</sup>

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1. [ ] Comment. It appears doubtful that training and instrument flying was practiced on IL-28 aircraft also. If [ ] correct, it is believed that exceptional instrument take-offs were practiced by very well trained pilots.

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2. [ ] Comment. It is believed that IIL-28s carried crews of five for training purposes on long distance flights.

3. [ ] Comment. Lieutenant Colonel Streltsov is deputy chief of the Soviet construction headquarters in Lerdor; Captain Pshinichni and Major Olejnik are assigned to this headquarters; Major Kironenko is inspector of Brand, Belzow and Cottbus airfields. On the basis of previous information it was believed that tank trucks had a capacity of 4,000 liters. [ ] The present report indicates that the tank truck and its trailer had a capacity of 3,500 liters each.

4. [ ] Comment. The eighteen starter carriages coincide with the number of aircraft assigned to the bomber regiment in Brand.

5. [ ] Comment. The bombs probably were 100-kg bombs. Similar bombs were also observed in Lerneuchen.

6. [ ] Comment. The same observation was made in Justerbog. [ ]

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7.  Comment. Colonel Zoldatov and Major Tenkin were known previously. It is believed that Colonel Zoldatov is the commanding officer of the QATB in Brand.

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8.  Comment. Similar observations were made previously.  . For sketch of the curve flown by the approaching aircraft, see Annex 1.

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9.  Comment. For sketch of the starter carriage, see Annex 2.

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10.  Comment. Brand airfield is still occupied by a bomber regiment which is equipped with 16 to 20 IL-28s. The pilots of the regiment are well trained.

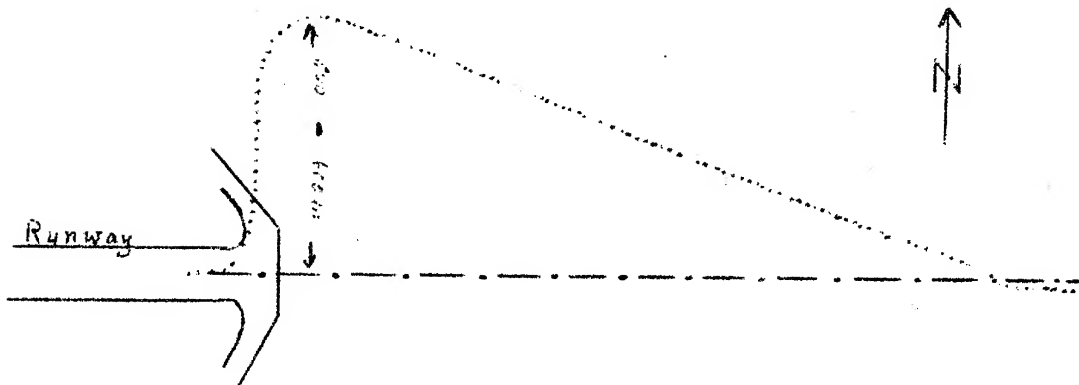
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Approach Flights Observed at Brand Airfield



Legend:

..... normal approach lane

- o - o approach made by U1L-28 [redacted] on 24 October 1952

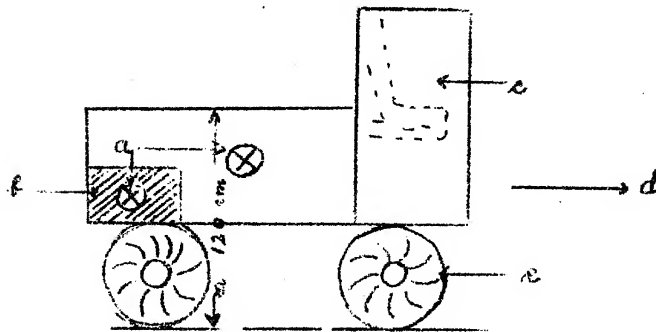
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Starter Carriage Observed at Brand Airfield



Legend:

- a handle wheel
- b the section marked by hachures recedes by about 10 cm
- c driver's cabin
- d front side
- e rubber tires

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